

Message Text

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PAGE 01 SAIGON 20338 040425Z

17 16

ACTION AID-59

INFO OCT-01 EA-11 ISO-00 EB-11 COME-00 TRSE-00 SCI-06

SCEM-02 COA-02 PM-07 CG-00 IGA-02 OMB-01 INT-08 SS-20

NSC-10 SPC-03 CIAE-00 INR-10 NSAE-00 RSC-01 SSO-00

INRE-00 NSCE-00 DRC-01 L-03 /158 W

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O R 040345Z DEC 73

FM AMEMBASSY SAIGON

TO SECSTATE WASHDC IMMEDIATE 9561

INFO JCS

CINCPAC

DAO SAIGON

CINCPACFLT

DA

C O N F I D E N T I A L SAIGON 20338

E.O. 11652 GDS

SUBJECT: CAMBODIAN RICE NEEDS

AID FOR AA/SA

1. THERE IS A CRITICAL SHORTAGE OF COMMERCIAL MARINE FUEL OIL AND MARINE DIESEL IN VIETNAM TO FUEL SHIPS OPERATING BETWEEN SAIGON AND PHNOM PENH. THIS SHORTAGE HAS BECOME MORE ACUTE SINCE THE DESTRUCTION OF THE SHELL TANK FARM AT NHABE ON DEC. 3 BY ENEMY ATTACK. SHELL WAS OUR ONLY GOOD SOURCE OF COMMERCIAL BUNKERS FOR COASTERS WHO NORMALLY BUY FUEL FOR CASH AND DO NOT CONTRACT WITH OIL FIRMS.

2. TO INSURE CONTINUED SUPPLY OF RICE TO PHNOM PENH, WE MUST OBTAIN A READY SOURCE OF BUNKERS. REQUEST AID/W EXPLORE WITH THE U.S. MILITARY THE FEASIBILITY OF OBTAINING SUCH FUEL FROM U.S. MILITARY SOURCES. IT IS PROPOSED THAT USAID OBTAIN ONE OR TWO SMALL TANKERS OR LARGE FUEL BARGES AND STATION THEM AT SAIGON AS FLOATING STORAGE. BASIC
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REQUIREMENTS ARE FOR LIGHT MARINE FUEL OIL AND DIESEL.

ESTIMATED MONTHLY REQUIREMENTS ARE 1090 LONG TONS MARINE FUEL OIL AND 1080 LONG TONS OF DIESEL OIL.

3. WE WOULD PROPOSE TO FILL THE STATION TANKERS FROM MSC TANKERS AT VUNG TAU OR NHABE WITH A ONE MONTH SUPPLY OF EACH PRODUCT. THE COST OF THE FUEL PLUS OVERHEAD COSTS WOULD BE DEDUCTED FROM THE FREIGHT EARNED BY THE SHIP CARRYING RICE EXCEPT IN THOSE CASES WHERE THE TIME CHARTER SPECIFIES THAT THE CHARTERER (USAID) FURNISHES THE FUEL.

4. IF THIS SCHEME IS APPROVED, IT WILL HELP EASE THE WORKLOAD ON THE REMAINING FUEL TERMINAL FACILITIES AT NHABE WHICH IS NOW ESTIMATED TO BE ABOUT 50-60 PERCENT OF FORMER THROUGH-PUT CAPACITY.
MARTIN

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Message Attributes

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